

a' [002] FIELD OF THE INVENTION

[004] BACKGROUND OF THE INVENTION

a2 [005] A planetary transmission of this nature has been made known by United States Patent No. 4,070,927, wherein the number of the forward gears is respectively greater by one than the numbers of the frictional elements. At each gear change between the forward gears, one of the provided frictional elements is shifted in or out.

a3 [008] In accordance with the invention, this purpose will be achieved by a transmission for a motor vehicle with automatic shifting capabilities.

[009] SUMMARY OF THE INVENTION

a4 [018] BRIEF DESCRIPTION OF THE DRAWINGS

[019] The invention will now be described, by way of example, with reference to the accompanying drawings in which:

a5 [029] DETAILED DESCRIPTION OF THE INVENTION

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11. (NEW) A transmission (1), with capability of automatic shifting, for a motor vehicle said transmission having three spider planet sets (2, 3, 4), wherein the first set, is on the entry side, the third set is on the exit side and the second set is located between the first and the second set, the said transmission possessing three brakes (5, 6, 7) and two clutches (8, 9) for the shifting of six forward gears and one reverse gear, and having further one input shaft (10) and one output shaft (11) with the following combinations:

the input shaft (10) is connected directly with the sun gear (16) of the second planetary set (3) and

the input shaft (10) is connectable by means of the first clutch (8) with the sun gear (12) of the first planetary set (2) and connectable with the spider (15) of the first planetary set (2) by means of the second clutch (9) and

the sun gear (12) of the first planetary set (2) is connectable with the housing of the transmission (1) by means of the first brake (5), and

the spider (15) of the first planetary set (2) is connectable with the housing of the transmission by means of the second brake (6), and

the sun gear (20) of the third planetary set (4) is connectable with the transmission housing by means of the third brake (7),

therein characterized, in that the output shaft (11) is continually connected with the spider (19) of the second planetary set (3) and is continually connected with the internal gear (14) of the first planetary set (2).

12. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 11, wherein the spider (15) of the first planetary set (2) is continually connected with the internal gear (22) of the third planetary set (4) and the internal gear (18) of the second planetary set (3) is continually connected to the spider (23) of the third planetary set (4).

13. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 11 wherein the first clutch (8) is activated in the third and fifth gear, as well as in the reverse gear.

14. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 11, wherein the second clutch (9) is activated in the fourth, fifth and sixth gear.

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15. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 11, wherein the first brake (5) is activated in the second and sixth gear.

16. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 11, wherein the second brake (6) is activated in the first gear and in the reverse gear.

17. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 11, wherein the third brake (7) is activated in the first, second, third and fourth gear.

18. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 11, wherein the first brake (5) is activated in the second and sixth gear.

19. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 11, wherein the second brake (6) is activated in the first gear and in the reverse gear.

20. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 11, wherein the third brake (7) is activated in the first, second, third and fourth gear.

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